

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF COLORADO

DOCKET NO. 12A-____R

IN THE MATTER OF THE APPLICATION OF THE COLORADO DEPARTMENT OF
TRANSPORTATION TO CONSTRUCT A NEW BRIDGE AND TO DEMOLISH THE
EXISTING STRUCTURE ON U.S. HIGHWAY 6 (6th AVENUE) AT I-25 OVER THE
TRACKS OF THE BNSF RAILROAD.

APPLICATION

The Colorado Department of Transportation, hereinafter referred to as “CDOT”, hereby submits this application to the Public Utilities Commission, hereinafter referred to as “PUC”, for an order authorizing the construction of a new bridge, on U.S. Highway 6 (6th Avenue) at I-25, to be built within the City and County of Denver, crossing over the tracks of the BNSF railroad. National Inventory Crossing identification number is: 245397R.

Supporting information follows:

1. The Department of Transportation, an Administrative Department of the State of Colorado, is duly authorized to construct, maintain and operate public highways in the State of Colorado.
2. The Department’s address is: 4201 East Arkansas Avenue, Denver, CO 80222.
3. The bridge construction is a CDOT project. The current structure was built in 1956, is structurally deficient with a structural rating of 38 out of 100, and is high on the list of priority

bridges in the State of Colorado. The State of Colorado initiated the Bridge Enterprise program as a funding mechanism to replace such deficient bridges, which is the source of the funding for this bridge. The new structure will be built to current standards with a basic configuration consisting of: median type 7 barrier, 12-foot inside shoulders, 3 lanes + 1 auxiliary lane eastbound, 2 lanes + 1 collector/distributor lane westbound, and 12-foot outside shoulders with tapers at the tie-in. The project is identified as project no. BR 0061-083, subaccount number 18838. The CDOT construction estimate is \$8.0 million for the entire project. Federal-aid and State funds will provide for 100% of the cost.

4. Construction will consist of: Bridge replacement, bridge abutment walls, roadway reconstruction and resurfacing, and drainage improvements. Because it is an existing and proposed grade separation, other crossing warning devices, and traffic signal interconnection and preemption are not required. Construction will be performed in phases to create safe work zones and to maintain traffic flow. Traffic during construction is expected to adjust by finding other routes around the project area, as some congestion is expected and unavoidable. Detours will be utilized and signed when directional closures are required.

5. The bridge and bridge abutment locations will be constructed to accommodate the proposed expansion of additional BNSF tracks and service roads.

6. CDOT will maintain the new structure including: deck, bridge rail, fence, substructure, approach slabs, and storm drainage system.

7. Construction may require a temporary track crossing across the BNSF tracks only. If a temporary track crossing is determined to be necessary, and Approved by CDOT and the Railroad, it will be at the expense of the Contractor, and shall be installed, maintained and removed in accordance with Railroad requirements.

8. The railroad will maintain the tracks including rails, ties, and ballast.

9. The following exhibit is attached hereto and made a part hereof:

Exhibit A – Conceptual Submittal (A location map and 30% Design Plans. The 100% Plans shall be completed by the Design Build Contractor and submitted by CDOT if requested. The Railroad shall review and Approve the 100% Plan.)

10(a). The average daily vehicular traffic count (ADT) on US 6 is 132,100 in 2011 and anticipated to be 185,600 in 2035. Traffic speed is currently 45 mph and will not change after construction.

10(b). Daily train movements are thirty-eight per day at 20 mph track speed for BNSF. The bridge will be designed to clear all rail facilities in accordance with Railroad Guidelines. No changes in train movement volume the next five years have been communicated to CDOT and long term traffic changes are unknown.

11. CDOT will be responsible for issuing all notices to proceed to the Design Build Contractor. No work shall be performed along or adjacent to Railroad right of way without prior written Approval from the Railroad. Any work performed without CDOT authorization or Railroad Approval will not be eligible for reimbursement. Construction is anticipated to begin in 2014 and be completed 2015.

12. CDOT will be responsible for construction zone traffic control during the period of construction of the bridge within the project limits.

13. CDOT and or the Design Build Contractor will be responsible for obtaining clearance or approval from utility companies which may be involved in the project, in writing or formal agreement, if utility adjustments are required. Names and addresses of public utilities adjacent to the improvement are:

Century Link

Comcast

Xcel Energy

Denver Water Department

Metro Waste Water

Zayo (Adesta)

Railroad Contacts are:

Kelly Abaray
Union Pacific Railroad
1400 West 52nd Street
Denver, CO 80221
KAABARAY@UP.COM
303-964-4099

Andy Amparan
BNSF Railway Company
4515 Kansas Ave
Kansas City, KS 66106
andy.amparan@bnsf.com
913-551-4964

14. No additional right-of-way will be required for bridge construction. CDOT will certify that the proposed project will be constructed on existing or acquired right-of-way, and that the additional right-of-way conforms with Federal Highway Administration and State regulations. Based on current ownership maps Owners of property adjacent to the improvement are:

- (1) UFP Technologies
- (2) BNSF
- (3) Sears Logistics Services
- (4) City and County of Denver
- (5) Crescent Realty Corp

(6) LEO L Proctor LLC

15. The State's Acting Regional Transportation Director, Region 6, Randall Furst, 2000 S. Holly St., Denver CO. 80222, is designated to coordinate the Project Work provided for herein; telephone 303-757-9459 and fax 303-757-9073. The Resident Engineer is Matthew Pacheco, P.E., 2000 S. Holly St, Denver CO 80222, telephone 303-972-9112 fax 303-972-9114. The State's Project Director is Kevin Sullivan, 2000 S. Holly St., Denver CO. 80222; telephone 303-972-9112 and fax 303-972-9114.

16. CDOT waives the time limits set forth in § 40-6-109.5(1) and (2), C.R.S., for this application.

17. CDOT's attorney is Mr. Gregg Carson, Colorado Attorney General's Office, Civil Litigation Section, 1525 Sherman St., 5th Floor, Denver, CO 80203, he will represent CDOT in all matters before the PUC relative to this application.

18. The information required by Commission Rule 7204 is as follows:

a. Project contact: CDOT Resident Engineer Matthew Pacheco, P.E., 2000 S. Holly St, Denver CO 80222, telephone 303-972-9112 fax 303-972-9114.

b. The applicant agrees to respond to all questions propounded by the Commission or its Staff concerning the application.

c. The applicant prefers any hearings to be held at the Commission office in Denver or, in the alternative, at any other location which the Commission may designate.

WHEREFORE, premises considered, CDOT requests the Public Utilities Commission to enter an order authorizing the construction of a new bridge structure on US 6 at I-25 as described above.

Dated at Denver, Colorado, this _____ day of _____, 2012.

DEPARTMENT OF TRANSPORTATION
STATE OF COLORADO

By _____
Timothy J. Harris, P.E.
Chief Engineer

AFFIDAVIT

I, Matthew Pacheco, being first duly sworn, state that I am the Resident Engineer for the Colorado Department of Transportation and responsible for the construction of the Project which is the subject of this Application. I also state that facts contained in this Application are true and correct to the best of my knowledge, information and belief.

Dated this ____ day of _____, 2012.

Matthew Pacheco, P.E.